



January 2003

Keystone Wing Slip



Volume 2, Issue 1

HAPPY VALENTINES DAY



Hero's Dream Carried on by Scholarships

"When once you have tasted flight, you will forever walk the earth with your eyes turned skyward... for there you have been - and there you will always long to return"

~Leonardo Da Vinci

Reprinted with permission - LeRoy W. Homer Jr. Foundation

The LeRoy W. Homer, Jr. Foundation will honor the memory of the September 11th hero through yearly aviation scholarships. LeRoy Homer was the first officer on United Flight 93, which tragically crashed in Shanksville, PA on September 11, 2001.

The Foundation will honor LeRoy's love of flying by encouraging and financially supporting young men and women with an interest in aviation. The scholarships will allow recipients to pursue professional flight instruction leading to certification as private pilots.

"LeRoy was someone who truly loved being a pilot," says Melodie Homer, president of the Foundation and LeRoy's wife. "He never tired of talking to people and answering questions about flying. He was respected and admired by fellow pilots and crewmembers alike."

LeRoy was a first officer for United Airlines flying B757/767 out of New York. He joined the company in 1995 as a second officer on the B727. On September 11, 2001, LeRoy was flying with Captain Jason Dahl on flight 93. Based on information from several sources that day, LeRoy and Jason were the first to fight against the terrorist threat to the airplane. LeRoy left behind his wife, Melodie and baby daughter, Laurel.

The family has launched the Foundation to maintain LeRoy's dream of flying. "September 11th was not the end; it is a new beginning," says Cheryl Homer Wilson, executive director of the Foundation and LeRoy's sister.

LeRoy dreamed of flying at a young age. As a child, he assembled model airplanes and collected aviation memorabilia. His passion for flying took off at 15 when he started flight instruction on a Cessna 152. He

completed his first solo flight by age 16, and later obtained his private pilot's certification.

LeRoy graduated from the U.S. Air Force Academy in 1987. As an Air Force Captain, LeRoy flew C-141 Starlifters for McGuire AFB in New Jersey. While on active duty, he served in Desert Shield and Desert Storm and later supported operations in Somalia. He received many commendations, awards and medals during his military career.



He was honorably discharged from the Air Force in 1995, but he continued his military career as a reservist-initially as an instructor pilot with the 356th Airlift Squadron at Wright Patterson AFB, Ohio, and subsequently as an Academy Liaison Officer, recruiting potential candidates for both the Air Force Academy and the Air Force Reserve Officer Training Corps. During his time with the reserves, he achieved the rank of Major.

The Foundation will raise scholarship funds with a kick-off gala in the fall, and through private donations and corporate sponsorship. Up to three scholarships will be awarded each year. "LeRoy was very modest about his accomplishments," says Melodie Homer. "However, he would be proud to know he will continue to inspire others. LeRoy is no longer with us; however his legacy lives on through the efforts of the LeRoy W. Homer, Jr. Foundation."

For more information contact:

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CADETS....

Interested in applying to the Air Force Academy?

This web site link will help you determine who your liaison officer is....

<http://homepage.mac.com/c2huff/alohome/>

Information provided by John Foreman, Lt.Col, USAFR (RET)
Liaison officer, Western Pa

-Happy Valentines Day -

How Little in me is not touched by you



How little in me is not touched by you!
A friendship is a light that fills the heart,
Painting with its gold each darkened hue,
Providing warmth to each sequestered part.
You are the mirror of my better self,

Verifier of the best in me,
A bridge across the unsuspected gulf
Lodged between what can and ought to be.
Expectations can be wings, not bars,
Necessary to sustain our flight.
The faith of friends in us is wholly ours,
Incoming to uplift us to its height.
No soul can see itself, but must depend,
Each on each, upon a trusted friend..

The Marvelous Mutterings of General Muffinstuf

THIS MONTH'S PHILOSOPHICAL WORDS OF WISDOM...



Even if you are on the right track, you'll get run over if you just sit there.

- Will Rogers

And now... for this month's mutterings--

Did you know --- A NASA satellite has taken a picture of the Big Bang's ancient afterglow. Scientists have analyzed the data and learned that the universe is 13.7 billion years old (plus or minus 1 percent) and that the first stars appeared only 200 million years after the Big Bang. These results are a milestone in cosmology, says the NASA director of astronomy and physics.

FULL STORY at:

http://science.nasa.gov/headlines/y2003/11feb_map.htm?list769037

Health Service News...

Maj. James T. Postupack
PAWG SO

This newsletter is the first of a monthly series of articles on how to stay well. Prevention of illness and injury and awareness of potential health problems minimizes their impact on our lives, and is far better than treating illness and injury after they have seriously affected or devastated our health.

The most pressing question on everyone's mind since Alert Orange was implemented is what to do to protect myself and my family and avoid disaster. This will be our focus.

Disaster is nothing new. Hurricanes, floods, earthquakes, drought, severe winter storms are well reported on the news and quite familiar to all of us. What is new and unfamiliar is how do we deal with the threat of terrorism. There is no one or easy answer.

Diligence - AKA, "Semper Vigilans", is the first skill we should practice and hone to a fine edge. Awareness of one's surroundings and reporting anything suspicious to authorities helps keep us all safe and significantly reduces the risk to all. The enclosed checklist of what

to look for and how to respond is provided as a guide by the FBI.

Knowledge - We should educate, practice, and update ourselves to remain prepared as how to optimally respond to all disasters. Many of us have taken courses from CAP, EMI, AFIADL, and other sources but have we updated? To this we should make a lifelong commitment and exemplify leadership to our cadets and fellow seniors. Have we also shared this information with family, friends, coworkers and teachers? Our communities need guidance and good solid information which we can provide. Involvement in CERT training for ourselves and our neighbors can make our corner of the world safer.

Reading and sharing the following referenced FEMA resource can provide a ready resource on how to remain safe in a variety of disaster situations.

<http://www.fema.gov/areyouready/>

One can also visit the PA Homeland Security Website at:

<http://www.homelandsecurity.state.pa.us/homelandsecurity/site/default.asp>

and the Whitehouse Information Website at <http://www.whitehouse.gov/news/releases/2003/02/20030207-10.html> for additional disaster information.

Remembrance- Preparation today keeps disaster at bay.



Aerospace in the News

STS-107

Report #27

Tuesday, February 11, 2003 - 2 p.m. CST
Mission Control Center, Houston, Texas

STS-107 Mishap Response Status Report #1

Columbia debris recovery efforts continued today centered in areas of eastern Texas and western Louisiana. More than 1,600 recovered items are at Barksdale Air Force Base, Shreveport, La. Barksdale is the central field collection point for debris being shipped to the Kennedy Space Center (KSC), Fla., to begin Shuttle Columbia reconstruction.

In addition, more than 300 items are at each of the field collection sites in Lufkin, Palestine and San Augustine, Texas, awaiting shipment to Barksdale. A smaller volume is at Carswell Naval Air Station in Fort Worth, Texas. Shipments of debris from Barksdale AFB to KSC begin this week. Two truckloads of items departed Louisiana en-route to KSC today.

No confirmed debris has been recovered west of the Fort Worth area. Teams continue to investigate reports from 27 states and eight jurisdictions outside of the U.S. Of 179 reports received from California, 105 have been closed. Of 162 reports in Arizona, eight have been closed. Of 12 reports in New Mexico, four have been closed.

To assist recovery efforts, searchers are using Civil Air Patrol volunteers, airborne radar and other assets. U.S. Navy assets also may be used to search the waters of Toledo Bend and Sam Rayburn reservoirs due to several eyewitness reports of debris entering those lakes. The search may continue for several weeks. Civil Air Patrol volunteers also are searching west of the Fort Worth area in regions along Columbia's flight path.

Preliminary identification of some debris reported by the Mishap Investigation Team included a roughly two-foot square section of an external tank umbilical door, a hydrazine propellant tank and electronics equipment from the Ku-band communications system. The Ku-band communications debris was erroneously identified yesterday as one of Columbia's five flight control computers, known as General Purpose Computers (GPCs). No GPCs have been identified among recovered items. All identifications of items are preliminary.

On the International Space Station, Expedition Six Commander Ken Bowersox, NASA Station Science Officer Don Pettit and Flight Engineer Nikolai Budarin took time out from unpacking items delivered by a Progress-10 Russian supply craft for their first news conference since the Columbia accident. The conference took place about three hours after the Progress' thrusters boosted the altitude of the station approximately 6.5 miles to an orbit of 240 x 255 miles.

Bowersox said the crew first heard of the loss of Columbia from Johnson Space Center Director Jefferson Howell, and the crew is being kept apprised of the status of the accident investigation.

My first reaction was pure shock, Bowersox said. I was numb, and it was hard to believe that what we were experiencing was really happening. Then as reality wore on, we were able to feel some sadness.

Bowersox said Mission Control has reduced the crew's schedule to allow time for grief and reflection, and the crew was provided ample opportunity for communication with families for emotional support.

We have had time to grieve for our friends, and that was very important. When you're up here this long, you can't just bottle up your emotions and focus all of the time, Bowersox said. It's important for us to acknowledge that the people on STS-107 were our friends, that we had a connection with them, and that we feel their loss and each of us had a chance to shed some tears. Now, it is time to move forward and we are doing that slowly, he said.

Bowersox and Pettit said they have told Mission Control they are willing to stay in orbit for a year or more if necessary, and they would consider the extra time a bonus, not a hardship. They said that if it were decided that a two-person crew should relieve them, that crew would be kept busy maintaining station systems but could still perform useful research.

There would be time to do some level of research, and by virtue of having people here, you are always doing research on your body itself, looking at the effects of long duration, weightlessness on the human physiology, Pettit said.

So it's important to keep people on Station. If we could continue to collect data and life science data in data sets for 10 or 15 year periods, it may actually turn out to be one of the more valuable data sets we get, he said.

The Expedition Six crew will conduct additional interviews with ABC, CNN and NBC starting at 9:30 a.m. CST Wednesday. The interviews will be broadcast live on NASA Television. NASA TV is available on AMC-2, Transponder 9C, vertical polarization at 85 degrees west longitude, and 3880 MHz, with audio at 6.8 MHz.

For more information about NASA on the Internet: www.nasa.gov

SAFETY CORNER

1. Safety and Security tip of the month. While traveling, do not put your home address on luggage tags. Anyone seeing your luggage will also know where you live and that you are not at home, making you a potential target for burglary. If you feel a need to put an address on the tag - use your business address or office. You may also use your telephone number only if it is unlisted. Reverse searches are now possible using only your telephone number if it is a listed number.

2. Flying skills can be increased by going back to Basics. Remember - you can't go back to a skill you never learned in the first place. The best method to evaluate your skill is with a qualified flight instructor. Use this time to participate in the FAA PPP (Pilot Proficiency Program) Wings Program. An hour of Dual Instruction, followed by a bi-annual or CAPF 5 Check ride, and attendance at a FAA Safety Seminar completes most of the requirements. **DON'T FORGET TO REPORT THE COMPLETION TO THE DIR. OF SAFETY FOR OUR ANNUAL REPORT.**

REMEMBER - SAFETY IS NO ACCIDENT

NHQ ELECTRONIC UPDATE

To All Aircrew, Staff, ES, & Squadron Commanders,

As you all know by now, the country has been placed on an Elevated Terrorist Alert Status. (Code Color Orange) What does this mean for us? I will try to offer some insight. I'll start with Aircrews. Many of you have been involved in Rapid Response crew training for several months. Several Aircrew members have completed initial, and upgrade training Others are close to sign off. We have discussed Rapid Response in SAR class, and completed several training missions, using the new deployment type profiles. The time has come, sooner than expected, to stand up the Wing and be prepared if called upon, as we did on 9/11. Allow me to review some actions that will help.

#1. Aircrews should discuss and explain to your family, or significant others, what you will be called to do if activated to deploy. Explain that more than likely you will be called upon to support disaster relief missions. You may be called upon to transport relief supplies, such as blood and medicines, rescue personnel, slow scan photograph missions, and security patrols. Our missions does not include armed conflict situations. Accomplishing these discussions will help them to understand, and lessen their worry. It will also make your separation from them easier.

#2. Apply the same plan with your employers. Explain what may happen, and what you will be asked to do. Help them to understand how important what you do is, and how it helps the nations Homeland Defense effort. Help them to develop a plan to work without you for a few days. Most of the time you will enjoy great support from them. Remember that they have a right to know how they will be affected.

#3. Prepare your CAP paperwork and credentials. Make sure everything is current and up to the new standards of the 60 series regulations. Pilots must also have all FAA credentials up to date and available.

Remember that you can't deploy without your paperwork up to date. (ID cards, 101, ROA)

#4. IFR Pilots will be especially in demand. During the early missions of 9/11 we had to fly on IFR flight plans only. Please make every effort to get current ASAP. We have several flight instructors that would be glad to help out. The Wing will also help with training and scheduling. Check your IFR charts and approach plates. Please make this a priority.

#5. Every crew member should put together a personal mission kit as discussed in the SAR class. Charts, road maps, CAP forms, mission briefing checklists, deployment flow charts, mission observer/scanner logs, copy of the 60-1, Air crew Reference Text, etc. I know that we have been slow in putting these together, but we can work on it this week.

#6. Consider family members, or friends that might be willing to stand in for you, if an emergency occurs while you are away from home. This might take some pressure off your family and be less for you to worry about.

#7. Prepare an overnight bag with 3 or 4 days of necessary items, shaving kit, and other personal items.

#8. Uniforms are an absolute requirement for deployment. Flight suits are recommended, but at least some appropriate dress allowed by regulation. The dark blue flight suits are available for low cost from the bookstore. Patches are available at wing. Those wearing the Air force Nomex must comply with the Air Force grooming standards.

#9. Consider having some cash available, and at least one credit card. Most expenses will be reimbursed, but probably not until you get home. This is a poor system that is being looked into. Hopefully they will correct this problem soon.

#10. Contact the Chief of Staff ASAP, and check your contact information. Make sure we know how to contact you. If a situation occurs, call in and let us know your availability, and location. Keep tuned to local radio stations in the event that we need to use the media for call up.

#11. Make a list of problems or questions that you might have, and bring them to our attention ASAP.

TO ALL OTHER PERSONNEL:

In the event that the Wing is called up, your help, knowledge, and support will be as important and necessary as that of the Aircrews. During the Bio-

terrorism exercise at the War College last year, it was stressed over and over, that our over all effectiveness, will depend on trained ground support teams, capable of Rapid Response. We expect to be called upon by both State and Federal Agencies. Our Communications capability is especially important. We may be called upon for transportation, security assignments, and numerous other jobs as demonstrated during the exercise.

Please review the items on the lists provided above, and apply those that pertain to your situation. Please plan to respond as needed; to assist if a call up occurs. Being prepared to respond quickly, might make the difference between life and death for those that we serve.

All vehicles should be serviced and ready for service immediately...All other CAP equipment should be ready and available for use. Keep check on this site for continuing alerts from the Region Commander, Wing Commander, and Staff Officers as often as possible.

In conclusion, I offer you the words of our Chaplain in a recent E-mail.... May the Love, Grace, and strong arm of God be our defense in the dangerous days that surely seems are ahead for our nation. We can pray that the full force of a world outraged against what has come to light regarding Iraq and its leaders bring about the victory without the necessity of war. That failing, we can thank God for such men and women who willingly place themselves in dangerous places around this world for the defense of America and pray for their mission's success."

Mary Nell Crowe
Director, Marketing and Public Relations
Civil Air Patrol National Headquarters

Attention all interested Cadets of Pennsylvania Wing

Needed: High-speed Cadet Staff members for Encampment 2003 with following philosophy:

An encampment can be the most significant and worthwhile training experience of a CAP cadet's membership. Training is what the encampment is all about. To achieve the overall goals, a positive attitude is essential. Each staff member has an obligation to learn as much as possible and to offer the highest quality of training to others. The staff will always remember that their first duty is to the members of the basic flight.

Positions are now available for the 2003 PAWG ENC staff. If you are interested in increasing your leadership skills, meeting new people, and personally training the next generation of CAP cadets, send a resume along with contact information and positions of interest to Major Parks (Commandant of Cadets), unless you have already.

Major Parks can be reached at;
ParksWarren@msn.com or 717-270-0857.

Information concerning staff requirements and interviews will be announced at a later date.

If you know of anyone who would be interested please be sure that they get the above information. Thanks for your help.

Aaron L. P. Johnson C/Lt Col, CAP
Cadet Encampment Commander
PA WG 2003 Encampment

2002 Pennsylvania Wing Ranger Banquet

Saturday, 29 March 2003
Social 1730 hours, Dinner 1830 hours
Northern Valley Emergency Medical Services (NOVA)
2375 Levans Road (Whitehall) Coplay, Pa 18037

Ticket Costs:
Seniors and Guests \$25.00
Cadets \$20.00

Tickets can be obtained from: Beata Wirth, SM/CAP
4176 Roosevelt Street Whitehall, PA 18052

2003 PAWG CADET STAFF TRAINING

MARCH 8,9 ~AND~ MARCH 22,23
PAWG HQ, FT INDIANTOWN GAP
SIGN IN 0800-0900 SATURDAY'S

THESE ARE REQUIRED TRAINING WEEKENDS
FOR THOSE WHO WISH TO STAFF ENCAMPMENT,
CLS, OR HAWK MOUNTAIN



York Squadron 301 Announces Cadet of the Year

The York Composite Squadron 301 announced its 2002 Cadet of the Year and Bart B Baughman Memorial Scholarship recipient.

C/TSGT Ryan E Merrill was presented the award by LTC Frank Blakely of the Montana Army National Guard. LTC Blakely was the guest speaker at Squadron 301's Anniversary Banquet held on Sat 7Dec02.

Cadet Merrill is presently assigned as the Alpha Flight Leader. After graduation, he plans to become a pilot in the U.S. Air Force.

REMINDER

SUBMISSIONS
(INCLUDING EDITORIAL AND
MUFFINSTUFF COMMENTS)

FOR THE WING SLIP MUST BE RECEIVED NOT
LATER THAN

THE 25TH OF EACH MONTH

SUBMISSIONS CAN BE EITHER EMAILED OR
MAILED THROUGH USPS.

EMAIL SUBMISSIONS MAY BE SENT TO:
PAWGPAO@ATT.NET

SNAIL MAIL SUBMISSIONS SHOULD BE SENT TO:
KEYSTONE WING SLIP
P.O. BOX 10023 PITTSBURGH, PA 15236-0023





2003 PAWG Wing Conference
IS COMING SOON !



Don't Miss Out on the featured event --
"The Commander's ROAST"

LOCATION: Holiday Inn Greentree (Pittsburgh) -- DATES: 13-15 June 2003.
Scheduled activities: TBA.

Holiday Inn Greentree - 412-922-8100 \$65 / night + tax
(make sure to mention - "Civil Air Patrol -Wing Conference" - to receive group rates)

Banquet Information - (served with vegetable, potato, rolls, butter, beverage & desert) - Split entrée -
(Choice of...) -Chicken Cordon Bleu with Stuffed Shells ~or~ Queen Cut Prime Rib with Baked Potato

Registration Costs:

- Banquet: \$25 early registration (prior to 31 May 2003).
- Banquet: \$30 late registration fee (on or after 1 Jun 03/at the door)
- Conference registration only: \$10 seniors for early registration
- Conference registration only: \$ 5 cadets for early registration

Add \$5 to the above conference registration fee (\$15 seniors & \$10 for cadets) for
'late' -or- at the door.

Checks should be made payable to: **PAWG**
(note for 2003 Wing Conference on your check)

Questions regarding the conference may be directed to:

--Lt. Lynda Paulsen at: (email) PAWGPAO@att.net (phone) 412-650-8163 (pager) 1-800-
990-8652 (Cell) 412-370-0923

---Or ---

Lt. Col. Stan Altzman at: (email) swaltz@juno.com (phone) 610-566-3877

NOTE The Holiday Inn will provide limited transportation to and from Pittsburgh International Airport - as well as - limited scheduled transportation to and from Allegheny County Airport (AGC).